

Questions & Answers Regarding Plans & Specifications:

1. Q - In Section 13 D of the Standard Form 1442, it states offers providing less than 120 calendar days for government acceptance will not be considered. Under subsection 1.3 of the new Section 1100 sent with amendment #1, it states that the Government shall not have less than 90 days to accept any proposal. The 120 days on 1442 is greater than the "not less than 90 days" of Section 1100, but I didn't know if this needed to be clarified.

A – The 120 days control.

2. Q - Amendment #1 cited the specific time allowances for the Base Bid and each one of the Options in calendar days. Section 1100 states working hours for this project will be limited to Monday through Friday, 7:30 am to 4:30 pm. If work is not allowed on weekends and the work day is limited to the hours shown, the calendar days for completion of the Base Bid and Each Option are not sufficient. The calendar days for completion would be more realistic if they were only assessed for Mondays through Fridays and not counted on weekend days if work is not allowed. For example, 65 calendar days, charged every day results in only 46 workable Monday through Friday days. However 65 calendar days, if only charged for Monday through Friday, would result in 65 workable days.

A – We believe 65 calendar days is reasonable. On the base bid the work on each end of the runway can be worked at the same time if need be.

3. Pages 22 & 23 of the proposal require the contractor to provide unit prices for individual line items of work. Will this cost data be used in determination of best value, or added to the base bid or options in any way for determining the lowest technically responsible bid?

A – These values will not be in the evaluation process. These values will be used to speed up the change order process.

4. It was stated at the site visit on 24-Aug-04 that if the Base Bid and Option 1 were both selected, then the calendar completion time would be collectively combined (65 + 62 = 127 days) and work could progress on both the base bid and option at the same time. Should this be added to the notes under the 'Commencement, Prosecution, and Completion of Work' section added in Amendment #1?

A – We do not feel a statement is needed.

5. Q - Plan Sheet CS-101 of The Taxiway Alpha plans shows that the bond breaker is to remain but the pavement above it is to be removed. In all likelihood, the bond breaker will be disturbed, even with lifting out the pavement to be removed. Would replacement bond breaker be paid for or does it need to be figured as subsidiary to the pavement removal and replacement?

A – Replacement of the bond breaker will not be paid for. For repair method, see Specifications Section 02575, Paragraph 3.5.2.

6. Q - The typical sections (Volume 2, Plan Sheet CS-101) of the Taxiway Bravo and Echo and Taxiway Charlie and Delta plans do not show geotextile encapsulation of the aggregate drainage layer as is shown for a similar section detail on plan sheet CS-101 of the West Runway keel replacement. Will fabric encapsulation be required under the taxiways?

A – There is an existing drainage layer under the West Runway. The new aggregate drainage layer, placed as part of the West Runway Keel Replacement, is to be placed at the same elevation as the existing drainage layer. Design Requirements requires the use of an aggregate separation layer or fabric under the new drainage layer. Fabric was selected in order to limit the amount of excavation. The fabric over the new drainage layer is to prevent fines from the separation layer from infiltrating into the existing drainage layer.

7. Q - The typical sections for the West Runway (West Runway Sheet CS-101) show the aggregate separation layer above the aggregate drainage layer. The Typical Sections for the taxiways (West Runway Sheet CS-104) show the aggregate drainage layer over the aggregate separation layer. Is this correct or should the same order of layers be consistent throughout?

A – The new aggregate drainage layer, placed as part of the West Runway Keel Replacement, is to be placed at the same elevation as the existing drainage layer under the pavement. The drainage layer thickness shown in the plans is the minimum thickness required. The difference in elevation between the top of the new drainage layer and bottom of the PCC pavement is to be filled with aggregate separation layer material.

As noted in Question 6, on the taxiways, an aggregate separation layer was used in lieu of fabric under the aggregate drainage layer. The top of the aggregate drainage layer is the bottom of the PCC pavement.

8. Q - Is saw-cut grooving required on Taxiways?

A – No, only on the runway, at the locations shown.

9. Q - The Closed Runway Closure X's are shown to be painted. When removed the runway numbers have to be re-painted. Will some type of surface restoration treatment be required in the area outside of the new number where removal of the X mars the surface, or could vinyl or fabric X's be used in lieu of painted X'?

A - A painted "X" is required to allow aircraft to taxi down the runway during certain phases. Refer to Specification Section 02763 Paragraph 3.2.1.1.c, The temporary paint is to be applied at half the rate of the permanent paint. Removal will cause some discoloration of the pavement surface, but will not damage the surface to the point where the surface durability becomes an issue. Experience indicates surface restoration treatment will not be required if the Contractor takes care to only remove the paint during the removal process.

10. **Q** - Table Two on Plan Sheet 31 gives a range of dowel diameters for 16 to 20.5 inch pavement thickness of 1 to 1.5". Based on cost, the 1" diameter bar will be selected by contractors. Is 1" what the US Army Corps desires for use or should a specific diameter be stated?

A - Table Two on Plan Sheet 31 is from the Airfield Pavement Design Manual, including the range in dowel bar sizes. The contractor may select the size of dowel to use.

11. **Q** - The Keelway - Drilled Construction Joint detail on plan sheet 31 shows an epoxy coated dowel bar, but Dowel Basket Note 3 shows dowels to be painted. Is it the intent that loose dowels be epoxy coated and dowel in baskets be painted, or should they all be either epoxy coated or painted? Epoxy coated is more expensive than painted.

A - In accordance with Specification section 02753, paragraph 2.8.1, dowels are to be either painted or epoxy coated.

12. **Q** - If the PRQE 08-0078 (W. Runway Lights & Shoulders) will be deleted, will the existing runway pavement marking removal and subsequent replacement be required?

A - Yes, pavement marking removal and subsequent replacement is required

13. **Q**- The typical section for the keelway replacement shows a vertical edge for the entire thickness of the 9" PCCP over 2" Bituminous bond Breaker over 18" PCCP. Will a full depth vertical cut be required through all the layers? It will be difficult and expensive to find someone to make this kind of cut, and equally difficult to extract the pavement.

A - Yes, a full depth vertical cut is required through all the layers.

14. **Q** - In amendment 2 page 2 Section 1A Clarifications, please verify the following

1. Do we need to replace ductbanks and manholes at Taxiways Delta and Charlie

A – Yes, all work associated with the taxiway and the west runway need to be included.

2. Will we do any work on the runway lights at any of the Taxiway intersections.

A – Yes

15. **Q** - In amendment 2 page 2 Section 1B, Is this referring to Option 2 (Repair Taxiway Alpha) on the bid form and if it is, does this statement include the portion of Taxiway Echo east of the east runway that is part of the option 2 price. (see sheet 140)

A – Yes

16. **Q** - On the bid form Option 2 Alpha Taxiway there are no line items for ductbanks, should there be?

A – If there are items for work shown in the plans and specification then the work is included in “All other work”.

17. Q - In section 16562A 3.5.2 of the specifications racks are required in manholes. Does this apply to existing manholes or just new manholes?

A – Racks are required only in new manholes.

18. Q - Sheet 248 note 4 says to extend control cables from R20 to R17 does this mean we are paralleling the controls for the 2 regulators or are we relocating the controls. If we are relocating the controls what happens to R20

A – Taxiway Echo West is to be powered from regulator R17 and Taxiway Echo Center is to be powered from regulator R20, but they are to be controlled in parallel.

19. Q - On sheet 308 at station 130+40 there is a new ductbank shown with a note 1 Note 1 leads me to believe this is existing and the manholes at each end are shown as existing. Please clarify

A – The duct bank at Sta 130+40 is an existing duct bank and note 1 applies.

20. Q - On sheet 310 the note at end of Taxiway Foxtrot is cut off please clarify

A - The note should say "See Note 2".

21. Q - With the project not starting until next spring does the government have any provisions for price escalations in material i.e. PVC conduit, copper, and steel

A – The Government has no provision. Contractor must account for escalations.

22. Q - Can you give more explanation of bid items 0004AG and 0004AH, there is no reference to either item on the plans

A - There are some items that the quantities is only a guess. The Government in an effort to have all the bidders on equal standing has provided a quantity.

23. Q - On sheet 183 there is a reference to circuit TE below station 65+00 on the west runway. Is this reference for information only or are we to pull new L-824C cable back to station 141+10

A - Taxiway Echo Center and Taxiway Echo West are separate circuits and are powered by separate regulators. All cable for each circuit is to be replaced.

24. Q - On sheet 183 in reference to circuit TB do we only repull L-824C cable in new conduit and as needed to reefed circuit from existing cables or do we go further.

A - Taxiway Bravo Center and Taxiway Bravo West are separate circuits and are powered by separate regulators. All cable for each circuit is to be replaced.

25. Q - Most of the conduit ductbanks for the taxiway edge lts are 1 way 2” ductbanks

note 2 on sheet 187 says that all ductbanks need reinforcing under concrete and shoulder and 10' from shoulders, There is no detail for 1 way reinforced ductbanks should there be?

A - Reinforcing is to be used only where duct banks cross Taxiways or roadways and is to extend out 10" from the shoulder edge. Duct banks for edge lights are not reinforced. Exceptions to reinforcing for cross-over ducts are where heavy walled (Schedule 80) conduit, or conduit installed in a casing which is grout filled, is installed by horizontal directions drilling.

26. Q - In general do we only replace L-824C cable where we install new ductbanks or are there places that will need new cable in existing ductbanks?

A - New cables will be installed in existing duct banks.